

shifting, or parking cars, or making up or breaking up trains of cars, or for any other purpose than the ordinary transit, without stopping, of railway trains: *And provided further*, That the inner line of said Front street shall not be located at any point nearer than eight feet to the present iron fence inclosing the grounds of said marine-hospital property; and the violation of any of the provisions of this Act shall, as to the person, company, railway company, municipal corporation, or other corporation so violating any of said provisions, cause a revocation of all rights and privileges given or granted by this Act.

—location of inner line of, etc.

Penalty.

SEC. 2. That jurisdiction, power, and authority be, and are hereby, recognized by the United States as existing in the city of New Orleans to regulate and make improvements in said street as thus opened and extended as fully and completely as over any other portion of said street, or as fully and completely as said city of New Orleans now has, by her charter and the laws of the State of Louisiana, power and authority to regulate, to make improvements in, or govern any other street in said city.

Jurisdiction over street granted city, etc.

Approved, February 13, 1900.

CHAP. 19.—An Act To amend section forty-two hundred and ninety of the Revised Statutes, relating to log entry of collisions. February 14, 1900.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That section forty-two hundred and ninety of the Revised Statutes be amended by adding the following:

Entries of collisions to be made in log books.
R. S., sec. 4290, p. 828, amended.

“Twelfth. In every case of collision in which it is practicable so to do, the master shall, immediately after the occurrence, cause a statement thereof, and of the circumstances under which the same occurred, to be entered in the official log book. Such entry shall be made in the manner prescribed in section forty-two hundred and ninety-one, and failure to make such entry shall subject the offender to the penalties prescribed by section forty-two hundred and ninety-two.”

—how made; penalty.

SEC. 2. That this Act shall take effect sixty days after its passage. Effect.

Approved, February 14, 1900.

CHAP. 20.—An Act For the preservation of the frigate Constitution. February 14, 1900.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Navy is hereby authorized to place the frigate Constitution, now lying at the Boston Navy-Yard, as near as may be consistent with her preservation, in the same condition as regards her hull and rigging as she was when in active service: *Provided*, That before beginning on such work a sufficient sum of money to complete such work shall be raised through the agency of the Massachusetts State Society United States Daughters of Eighteen Hundred and Twelve and placed at his disposal for the purpose.

Frigate Constitution.
Preservation, etc., of.

Approved, February 14, 1900.

CHAP. 21.—An Act To authorize the Southeastern Railroad Company to construct and maintain a bridge across the Lumber River within the boundary lines of Robeson County, North Carolina. February 15, 1900.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Southeastern Railroad Company, a corporation created and existing under an act of the gen-

Southeastern Railroad may bridge Lumber River, N. C.

—location, etc.

Proviso.
Lawful structure
and post route.

Secretary of War to
approve plans, etc.

Amendment:
changes, etc.

Draw.

Commencement
and completion.

eral assembly of the State of North Carolina, be, and is hereby, authorized to construct and maintain a railroad bridge for the passage of railway engines and cars across the Lumber River, at such point as may be selected by such company and approved by the Secretary of War within the boundary lines of Robeson County, North Carolina, said bridge to be so constructed as not to obstruct the navigation of said river, and to be provided with a suitable draw: *Provided*, That any bridge constructed under this Act and according to its limitations shall be a lawful structure, and shall be known and recognized as a post route, and the same is hereby declared to be a post route, and the United States shall have the right of way for a postal telegraph across said bridge.

SEC. 2. That the bridge authorized to be constructed under this Act shall be located and built under and subject to such regulations for the security of the navigation of said river as the Secretary of War shall prescribe; and the said company or corporation shall submit to the Secretary of War, for his examination and approval, a design and drawing of the proposed bridge and a map of the location, giving, for the space of one-fourth of a mile above and one-fourth of a mile below the proposed location, the topography of the banks of the river, the shore lines at high and low water, the direction and strength of the currents, and the soundings, accurately showing the bed of the stream, and shall furnish such other information as may be required for a full and satisfactory understanding of the subject; and until the said plan and location of the bridge are approved by the Secretary of War no work upon the bridge shall be commenced; and should any change be made in the plan of said bridge during the progress of construction, such change shall be subject to the approval of the Secretary of War.

SEC. 3. That Congress reserves the right to alter, amend, or repeal this Act at any time; and that if at any time navigation of said river shall in any manner be obstructed or impaired by the said bridge, the Secretary of War shall have authority, and it shall be his duty, to require the said bridge company to alter and change the said bridge, at its own expense, in such manner as may be proper to secure free and complete navigation without impediment.

SEC. 4. That the draw provided for the bridge herein authorized to be constructed shall be opened promptly, upon reasonable signal, for the passing of boats, which said company or corporation shall maintain, at its own expense; and if actual construction of the bridge herein authorized shall not be commenced within one year from the passage of this Act and be completed within three years from same date, the rights and privileges hereby granted shall cease and be determined.

Approved, February 15, 1900.

February 19, 1900.

CHAP. 22.—An Act Relating to lights on steam pilot vessels.

Steam pilot vessels.
Lights required.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That a steam pilot vessel, when engaged on her station on pilotage duty and in waters of the United States, and not at anchor, shall, in addition to the lights required for all pilot boats, carry at a distance of eight feet below her white masthead light a red light, visible all around the horizon and of such a character as to be visible on a dark night with a clear atmosphere at a distance of at least two miles, and also the colored side lights required to be carried by vessels when under way.

When engaged on her station on pilotage duty and in waters of the United States, and at anchor, she shall carry in addition to the lights required for all pilot boats the red light above mentioned, but not the colored side lights.